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State	Bill	Number	Summary Details	Intro or Filed Date	Links or other info	Region	Priority	Last Updated	Vehicle Tax Credits or Grants	Fuel Station Tax Credit or Grants	Sales & Use Tax Exemption	Registration Fees	Fuel Tax Rate or Exemption	Fleet Purchase Rules	HOV Exemption	Method of Sale	Weight Exemption	
CA	AB	1697	Amends the Alternative and Renewable Fuel and Vehicle Technology to make small changes related to job training and pathway for job training. Amended 3/16/16 to include provisions related to alternative fuel programs.	1/21/2016	Rep. Bonilla	WC		3/17/2016										
CA	AB	1851	Amended (3/18/16) bill includes provisions related to current incentives for electric and zero emission vehicles. Exempts from sales, use, and gross receipts tax the trade in value of vehicle if consumer purchases a qualified vehicle such as PZEV, TZEV, SULEV, or ILEV. Deletes section 44274 of the Health and Safety Code that includes incentives for alternative fuel vehicles. Status: amended 4/4/16 - reinstates provisions relating to the Clean Vehicle Rebate Program that were removed by earlier version; passed Committee on Revenue and Taxation 4/18/16 to Appropriations; held in Committee 5/27/16.	2/10/2016	Rep. Gray	WC		5/28/2016	EV	EV								
CA	AB	1964	Extends current HOV exemption for certain vehicles until Jan. 1, 2029, or until such time as the federal authorization for HOV exemptions expires. It indicates that the federal authorization currently is set to run through Sept. 30, 2025. Status: amended 3/28/16 removes the 2029 date. Instead the bill generally directs that the privilege expires when the federal law expires. However, any decals or identifiers issued after Jan. 1, 2019 would be valid for three more years and such decals would only be for PZEVs or TZEVs; decals for such vehicles would be capped when sales of such vehicles hit 8.6% for two consecutive years. 4/11/16 amendments impose limits on number of decals to be issued based on sales of qualifying vehicles; amended and to third reading 5/5/16; passed Assembly 5/12/16; to Senate Transportation and Housing Committee 5/19/16.	2/12/2016	Rep. Bloom	WC		5/21/2016								X, EV		
CA	AB	2206	Encourages greater use of biomethane including in transportation. Calls for a study of the constituents of biomethane produced in California and to evaluate whether current standards for injecting biomethane into the pipeline system should be amended based on new research and findings. Includes strong findings section on the benefits of biomethane. Status: amended 5/27/16 but changes do not appear substantive.	2/18/2016	Rep. Williams	WC		5/28/2016										
CA	AB	2313	Directs CARB to study strategies that increase instate production and use of renewable natural gas to achieve air quality, climate, renewable energy, waste diversion, and petroleum reduction goals. The language is a placeholder and will be revised to address other issues including pipeline interconnection costs, revising the cap on the incentives for pipeline biogas interconnection (which is currently capped at \$1.5 million per project) and other measures related to pipeline interconnection. Status: to Cmte on Natural Resources 3/3/16.	2/18/2016	Rep. Williams	WC		3/5/2016										
CA	AB	2323	Requires electric utilities that offer special rates for charging of electric vehicles to offer similar rates to facilities that produce low carbon fuels as well as facilities that provide low carbon fueling, public or private. Status: passed by Utilities and Commerce with amendments 4/13/16; in Assembly 4/19/16 amended re-referred to Appropriations; held in Committee 5/27/16.	2/18/2016	Rep. Ridley-Thomas	WC		5/28/2016										
CA	AB	2415	Amends the Clean Truck, Bus, and Off-Road and Equipment Technology Program, a program funded from the Greenhouse Reduction Fund (Cap & Trade Fees). Currently, the program requires that no less than 20 percent of the funds available be used for medium and heavy duty trucks. The amendment requires that between Jan. 2, 2018 - Jan. 1, 2023, that each year no less than 50% or \$100 million be used to support heavy duty truck technology that meets or exceeds the near-zero-emission standard of 0.02 g/bhp-hr NOx. Heavy duty truck means 26,001 lbs. GVWR or more. Also requires that ICE technology funded in 2018 and later use at least 30 percent renewable fuel, and 50 percent renewable fuel starting in 2020. Status: to Transportation and Natural Resources 3/8/16; amended in Assembly 4/25/16 to include funding for buses and strike the specific dollar amount of \$100 million; re-referred to Appropriations on 5/3/16; held in Committee 5/27/16.	2/19/2016	Rep. Garcia	WC		5/27/2016	X									
CA	AB	2426	Requires the State Air Resources Board to establish and implement the Workplace Charging Stations Grant Program to award grants for the installation of electric vehicle charging stations in commercial parking facilities for employees and visitors. Requires eligible applicants awarded grants to report usage statistics. Status: to Transportation Committee 3/18/2016.	2/19/2016	Rep. Low	WC		3/19/2016		X								
CA	AB	2585	Provides that it is the intent of the legislature to enact legislation that encourages biomethane use to meet greenhouse gas reduction goals. Indicates that biomethane can provide the lowest-carbon fuel of any kind while helping address goals related to limiting short-lived climate pollutants.	2/19/2016	Rep. Williams	WC		3/5/2016										
CA	SB	40	Relates to electric vehicle incentives and limits on credits. Status: Returned to Secretary of Senate pursuant to Joint Rule 56 on 2/1/2016.	12/1/2014	Sen. Gaines	WC		2/2/2016	EV									
CA	SB	680	Amends sales and use tax provision to clarify that vehicles sold out of state and not subject to the sales and use tax do not qualify for CA incentives including incentives for electric vehicles. Status: amended 1/26/16.	2/27/2015	Sen. Wiekowski; passed S 1/27/16	WC		1/30/2016			EV							

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CA	SB	1043	Requires the State Air Resources Board to consider and adopt policies to significantly increase the sustainable production and use of renewable gas. Requires the state board, to ensure the production and use of renewable gas provides direct environmental benefits and identify barriers to the rapid development and use of renewable gas and potential sources of funding. Revises the definition of biogas and biomethane for pipeline integrity and safety purposes.	2/12/2016	Sen. Allen	WC		2/27/2016									
CA	SB	1153	Requires the Public Utilities Commission to consider and adopt policies to increase the production and availability of in-state pipeline biomethane. Requires a biomethane feed-in tariff program and a proceeding to consider making recoverable as part of the rate base gas corporation capital investments that facilitate pipeline biomethane development and injection at in-state projects.	2/18/2016	Sen. Cannella	WC		2/27/2016									
CA	SB	1301	Requires that 25% of revenues received by a gas corporation to be used for clean energy projects, including: development, deployment, interconnection, or use of pipeline biogas; alternative transportation fuels; other projects or program that reduces or abates greenhouse gases related to the use of fossil natural gas; and energy efficiency projects.	2/19/2016	Sen. Hertzberg	WC		3/5/2016									
CA	SB	1383	CARB no later than Jan. 1, 2018 shall approve and implement strategy to reduce short-lived climate change pollutants and achieve by 2030 the following reductions below 2013 levels: 40% for methane, 40% for hydrofluorocarbon gases, and 50% for black carbon.	2/19/2016	Sen. Lara	WC		3/5/2016									
CA	SB	1402	Encourages instate production of low carbon transportation fuels by authorizing use of Greenhouse Gas Reduction funds to support this purposes.	2/19/2016	Sen. Pavley	WC		4/2/2016									
CO	HB	1298	Amends current weight allowance provision to provide 2,000 pound weight allowance for natural gas and other alternative fuel trucks; previously was set at 1,000 lbs. Also strikes language limiting the allowance to state roads that that it now also covers interstate highway. Status: passed House 3/22/16; passed Senate 4/19/16; enacted 5/4/16.	2/26/2016; signed by governor 5/4/16	Rep. Melton	WC		5/5/2016									X
CO	HB	1332	Amends current tax credits so that after 2017 the credits are based on specific dollar amounts instead of declining percentage. A separate table will be prepared. Other changes include repealing the tax credit for diesel hybrids and fuel efficient vehicles after 2017; making the tax credits transferable to a financing company, requiring leasee to enter into at least 2 year lease to qualify for credits; and require taxpayers to provide vehicle VIN numbers. Status: Cmte on Finance reports favorably 4/13/16 with amendments; to Committee on Appropriations; passed House 4/25/16; passed by Senate 5/4/16; to the governor 5/20/16.	3/2/2016	Reps. Duran, Rankin and Sen. Johnston	RM		5/20/2016	X, EV								
CO	SB	175	Tax credit or 3 cents for E15 retailers for each gallon sold. Expires July 1, 2021.	3/28/2016	Sen. Gratham	RM		4/2/2016									
CT	HB	5214	Exempts fuel efficient vehicles from HOV restrictions. Check on inclusion when bill language is released. Status: to Joint Cmte on Transportation; failed joint favorable deadline 3/18/16.	2/11/2016		NE		3/27/2016							EV		
CT	HB	5510	Amends requirements relating to electric vehicles and electric vehicle charging stations. Imposes deadline on timing of PUC rulemaking on time of day rates for electric charging, requires state to align its rules for dispensing electricity to rules adopted in Handbooks 44 and 130 by the NCWM. Also makes changes relating to parking gaseous fueled vehicles in indoor facilities but exempts natural gas and hydrogen; natural gas was already exempt but bill adds hydrogen. Status: passed House and Senate as of 5/4/16, designated as Public Act 16-135 on 5/19/16, to the governor on 5/25/16.	3/2/2016	Joint Committee on Energy and Technology	NE		5/21/2016									
CT	HB	5592	Increases tax credit for angel investors for certain businesses activities including clean technologies. Credit increases from 25% to 33% of investment.	3/3/2016	Joint Committee on Energy and Technology	NE		3/4/2016									
FL	HB	285	Amends the Natural Gas Fuel Fleet Rebate Program so that during June 1 to June 30 of each year, any unencumbered funds may be applied for by companies that have previously received the maximum amount of \$250,000 during a year. Update: on 10/7/15 referred to the Committee on Regulatory Affairs. Reported favorably by Committee on 10/21/15 with substitute language. Language indicates that governmental fleets shall receive preference and all other applicants considered on a first come first basis. Update: to Regulatory Affairs reported favorably with substitute 2/17/16; laid on table 3/7/16 and refer to SB 90.	10/2/2015	Rep. Ray; prefilled	SE		3/8/2016	X, EV								
FL	HB	661	Provides that governmental units, including airport authorities and colleges, may not charge parking fees on electric, hybrid or hydrogen vehicles. Other exemptions provided for toll fees, sales and use taxes, and motor vehicle registration fees. Effective date is July 1, 2016. Update: on 1/12/16 referred to following committees - Energy and Utilities Subcmte, Finance and Tax Cmte, Transportation and Economic Development Appopr. Subcmte, and Regulatory Affairs Cmte. Died in committee 3/11/16.	11/16/2015	Rep. Cortes; prefilled	SE		3/19/2016			EV	EV					

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FL	HB	1123	Sales tax exemption for plug-in electric vehicles rated at 8,500 pounds or less and that are purchased. Does not extend to leases or rentals. The exemption is limited to the portion of the sales price that is less than \$40,000 and is capped at \$2,400. Effective from July 1, 2016 to June 30, 2021. Update: on 1/13/2016 referred to - Finance and Tax Cmte; Energy and Utilities Subcmte; and Regulatory Affairs Cmte. Died in committee 3/11/16.	1/5/2016	Rep. Dudley; prefilled	SE		3/19/2016			EV						
FL	HB	1341	Requires development of state fleet management plan due November 1, 2016. Plan should consider whether it is cost effective to use alternative fuel vehicles in the state fleet among other things.	1/12/2016	Rep. Young; prefilled	SE		1/16/2016						X			
FL	HB	7061	Long bill among other things amends the state infrastructure bank program within the Department of Transportation to provide loans and credit enhancements to government units and private entities for use in constructing and improving transportation facilities or ancillary facilities that produce or distribute natural gas or fuel. Effective July 1, 2017.	1/12/2016	Passed H and S as of 3/11/16; signed by governor.	SE		4/16/2016									
FL	SB	90	Amends natural gas rebate program to allow companies to apply for additional funding during June if funds are still available. Status: as of 3/11/16 Senate and House now concur to all changes.	8/3/2015	Prefiled 8/3/15; signed by governor 4/6/16	SE		4/8/2016	X								
FL	SB	326	Requires development of state fleet management plan by November 1, 2016. The plan is to include among other things a review of the cost effectiveness of purchasing or leasing alternative fuel vehicles. Status: Substitute version offered 1/12/2016; to Subcmte on General Government; on agenda 2/11/16; substituted 2/11/16 by Subcmte; to Appropriations Cmte and on agenda 3/3/16. Died in committee 3/11/16	1/12/2016	Sen. Brandes	SE		3/19/2016						X			
FL	SB	364	Sales and use tax exemption for electric and hybrid vehicles. Update: On 1/12/16 referred to the following committees: Commerce and Tourism, Finance and Tax, and Appropriations. Died in committee 3/11/16.	1/12/2016	Sen. Soto	SE		3/19/2016			EV						
FL	SB	366	Sales and use tax exemption for electric and hybrid vehicles. Update: On 1/12/16 referred to the following committees: Commerce and Tourism, Finance and Tax, and Appropriations. Died in committee 3/11/16.	1/12/2016	Sen. Soto; previously prefilled	SE		3/19/2016			EV						
FL	SB	786	Relates to electric vehicles; directs the Southern States Energy Board and Office of Energy within the Department of Agriculture and Consumer Services to develop and administer a program to assess mileage-based user taxes for battery electric vehicles; provides a sales and lease tax exemption for electric vehicles and a sales tax exemption for electric vehicle replacement batteries. Update: 1/12/16 Referred to Regulated Industries, Finance and Tax, and Appropriations. Died in committee 3/11/16.	1/12/2016	Sen. Sachs; previously prefilled	SE		3/19/2016			EV		EV				
FL	SB	1392	Transportation bill that includes programs relating to seaports. Amends existing state infrastructure bank program to authorize loans for natural gas production or distribution facilities that support seaports or intermodal facilities. Status: placed on special order calendar 3/9/16. Substituted with HB 7061 on 3/10/16.	1/12/2016	Sen. Brandes	SE		3/18/2016									
GA	HB	122	Removes the tax credit for low emission and zero emission effective July 1, 2015. This specifically relates to the 10% of cost or \$2,500 credit for low emission vehicles and the 20% of cost or \$5,000 credit for ZEVs.	1/27/2015	Rep. Martin et. Al.	SE		1/29/2015	X, EV								
GA	HB	176	Amends the current tax credit for low emission vehicles to remove coverage for alternative fuel vehicles and to limit application to electric vehicles and hybrid vehicles that meet certain requirements. The credit value for vehicles would be lowered to \$2,000 and would expire for all vehicles except fuel cell vehicles starting in 2018.	1/29/2015	Rep. Benton	SE		2/3/2015	X, EV								
GA	HB	200	Modifies the tax credit for businesses that install charging equipment for electric vehicles so that the amount is up to 20 percent (not 10 percent) until June 30, 2018, after which time it reverts back to 10 percent. Limit of \$2,500 remains in place. Status: Amended 3/2/15 to include natural gas refueling as well. Limits annual credits to \$750K and \$150K for any business. Effective July 1, 2015	2/3/2015	Rep. Parsons; amended 3/2/15	SE		3/5/2015		X, EV							
GA	HB	220	Amends the current tax credit for low emission vehicles to extend the time period and differentiate between low emission vehicles and PHEVs. The maximum credit for low emission vehicles is 10% or \$2,500 while the PHEV credit is worth 10% or \$2,000 or \$3,000 if more than 10 kilowatt hours of battery capacity. The credits are available July 1, 2015 - 2019. The PHEV credits are reduced in value for 2018 to \$1,000 - \$2,000. Leased or purchased vehicles qualify. Low emission alternative fuel vehicles must be solely operated on alternative fuel. Caps the PHEV credits at \$30 million per year.	2/4/2015	Rep. Harbin	SE		2/6/2015	X, EV								

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GA	HB	877	Restores the tax credit for light duty low emission vehicles and zero emission vehicles but replaces ZEV terminology by referring to PHEVs. Credits for low emission vehicles are worth 10% of cost or \$2,500 and available from 7/1/16 - 12/31/18, PHEV credit is worth \$2,000 at first and then declines to \$1,000 starting on 1/1/18. PHEVs with more than 10 Kilowatt hours of battery capacity earn higher credit - initially up to \$3,000 and then reduced to \$2,000. There is a cap on annual PHEV credits of \$30 million. Status: to Ways and Means Cmte 2/1/2016; read second time in House 2/2/16.	1/28/2016	Rep. Kaiser	SE		2/4/2016	X, EV								
GA	HB	878	Lowers registration fee for alternative fuel vehicles that are not commercial vehicles from \$200 to \$75. Starting with registrations after Jan. 1, 2017. Status: to Transportation Cmte; read second time in House 2/2/16.	1/28/2016	Rep. Holcomb	SE		2/2/2016				X, EV					
GA	SB	324	Lowers registration fee for alternative fuel vehicles that are not commercial vehicles from \$200 to \$75. Starting with registrations after Jan. 1, 2017. Status: to Transportation Cmte; read second time in House 2/2/16.	2/3/2016	Sen. Parent	SE		2/5/2016				X, EV					
GA	SR	1037	Calls for a study and report on incentives that would promote increased development of alternative fuel infrastructure and use of alternative fuel vehicles. Specifically intended to address how incentives for fueling infrastructure could increase availability of alternative fuels. Report to be completed by Dec. 1, 2016. Status: in Senate read second time 2/26/16.	2/23/2016	Sen. Mullis	SE		3/5/2016									
GA	SR	1038	Appears to be same as SR 1037 except it refers to this effort as a joint study. Calls for a study and report on incentives that would promote increased development of alternative fuel infrastructure and use of alternative fuel vehicles. Status: passed Senate 2/26/16. Read second time in House 3/2/16. Substitute version changes the membership of the joint study committee 3/10/16 in House. Passed House 3/16/16. Senate agrees 3/24/16.	2/23/2016	Sen. Mullis; passed H & S as of 3/24/16	SE		4/2/2016									
HI	HB	1289	Companion to SB 1053.	1/28/2015		WC		1/30/2015									
HI	HB	2239	Authorizes the public benefits fee to be used to install and upgrade electric power infrastructure to facilitate the use of electric vehicles. Status: failed cross over deadline on 3/10/16.	1/25/2016	Rep. Lee	WC		3/18/2016									
HI	HB	2507	Refundable tax credit for developing a manufacturing electric vehicle batteries. Status: to Finance Cmte and other committees on 2/1/2016; measure deferred 2/5/16; failed first cross over deadline 3/10/16.	1/26/2016	Rep. Woodson	WC		3/18/2016	EV								
HI	HB	2594	Requires counties to impose an annual road fee on electric vehicles. Status: to Finance and other committees 2/1/2016; failed first cross over deadline 3/10/16.	1/26/2016	Rep. Souki	WC		3/18/2016					EV				
HI	SB	705	Provides excise tax exemption for the gross proceeds derived from sale of a new passenger vehicle that operates exclusively on clean fuels or from certain activities associated with electric vehicles or battery sales. The infrastructure exemption only applies to electric charging stations not natural gas. Status: 1/21/16 referred to ECONOMIC DEVELOPMENT, ENVIRONMENT, AND TECHNOLOGY Committee, and WAYS AND MEANS; failed first cross over deadline 3/10/16.	1/23/2015		WC		3/18/2016			X, EV						
HI	SB	1052	Requires state fleet to purchase hydrogen fuel cell vehicles. Status: 1/21/16 referred to Ways and Means and several other committees; failed first cross over deadline 3/10/16.	1/26/2015	Sen. Kaele	WC		3/18/2016						EV			
HI	SB	1053	Amends current alternative fuel provisions relating to state purchases to expand reporting on hydrogen fueled vehicles. Also amends Ch. 196 to require distributors of non-fossil fuels to report on annual sales.	1/26/2015		WC		1/28/2015									
HI	SB	1323	Renewable fuel requirement for natural gas utilities. The following percentage of natural gas provided must be renewable biogas: 15% by Dec. 31, 2015 with increasing amounts until reaching 100% in 2030.	1/28/2015		WC		1/30/2015									
HI	SB	2950	Authorizes using the public benefits fee to fund upgrades for electric vehicle infrastructure. Status: failed first cross over deadline 3/10/16.	1/26/2016	Sen. Inouye	WC		3/18/2016									
HI	SB	3074	Amends existing goals to accelerate renewable energy for electric generation and reduce reliance on petroleum fuels in transportation. Calls for 100% net renewable energy for electric generation by 2045. For transportation, calls for reducing gasoline and diesel fuel to no more than: 400 MM gallons 2025, 300 MM gallons 2030, 200 MM 2035, 100 MM gallons 2040, and 1 MM gallons in 2045. Status: failed first cross over deadline 3/10/16.	1/27/2016	Sen. Riviere	WC		3/18/2016									
HI	SCR	144	Requires study on establishing incremental goals toward achieving 100% of ground transportation fuel being renewable by 2045. Status: Ways and Means 3/16/16.	3/11/2016	Sen. Dela Cruz	WC		3/19/2016									
HI	SR	106	Requires study on establishing incremental goals toward achieving 100% of ground transportation fuel being renewable by 2045. Status: Ways and Means 3/16/16.	3/11/2016	Sen. Dela Cruz	WC		3/19/2016									
IA	HB	83	Amends the motor fuel and special fuel taxes so that it is based on a percentage of the wholesale price of fuels. The rate initially will be set using a figure that computes with the current tax rates of 21 and 22.5 cents. Not sure about future increases as this does not appear to be addressed.	1/22/2015	Rep. Sheets	MW		1/26/2015					X				
IA	HB	351	Increases tax on motor fuels by 10 cents including on CNG and LNG. The rate would go from \$0.21 to \$0.31 effective July 1, 2015.	2/19/2015		MW		2/20/2015					X				

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MA	HB	2435	Establishes an excise tax credit for heavy duty up to \$20K and medium duty vehicles up to \$12K. Caps total tax credit for a taxpayer at \$250K. Status: heard by Joint Committee on Revenue; eligible for executive session as of 6/2/15.	3/11/2015	Rep. Arciero	NE		6/3/2015	X								
MA	HB	2884	Grant program for hybrid electric vehicles that provides between \$1,500 - \$2,500 for vehicles. Status: 4/6/16 from Joint Committee Telecommunications, Utilities and Energy accompanied by Study Order H 4177.	3/11/2015		NE		4/8/2016	EV								
MA	HB	2969	HOV access for electric vehicles. Status: eligible for Executive Session.	3/11/2015		NE		7/31/2015							EV		
MA	HB	3085	Provides incentives for electric vehicles. Status: hearing held; eligible for Executive Session 2/24/16. Substituted with HB 4282.	3/11/2015		NE		5/14/2016									
MA	HB	3290	Provides tax credit for natural gas fueling infrastructure. Credits must be claimed over a 5 year period. Provides \$5 million annually. Does not indicate how much credits are worth; it says the credit available shall be based on the need for the credit.	3/27/2015	Rep. Durant	NE		3/28/2015		X							
MA	HB	4282	HOV exemption for battery electric vehicles. Also establishes target that at least 25 percent of state agency purchases be electric vehicles by 2025. Calls for study on the impact of electric vehicles and feasibility of assessing fees to address reduced highway excise tax revenue. Status: to Ways and Means 5/2/16.	5/12/2016	Joint Committee on Transportation	NE		5/14/2016						EV	EV		
MA	SB	1780	Method of sale bill provides that CNG shall be sold in GGE units of 5.66 lbs. and LNG sold in DGE units of 6.06 lbs. Provides units shall be adjusted in NCWM adopts different standards. Status: Filed as Senate Docket 577 ; to the Joint Cmte on Telecommunications, Utilities & Energy 4/15/15.	4/15/2015	Sen. Moore	NE		4/29/2015								X	
MA	SB	1824	Promotes electric vehicles and includes requirement that by 2025, twenty five percent of vehicles purchased by the state are electric vehicles. Status: hearing held; eligible for Executive Session 2/24/16. Replaced by SB 2266.	4/15/2015	Sen. Eldridge	NE		5/4/2016						EV	EV		
MA	SB	1529	Tax credit for propane vehicles operated by common carriers of passengers. Credit may not exceed \$4 million per year and expires January 1, 2017.	4/15/2015	Sen. Moore	NE		4/18/2015									
MA	SB	1505	Provides incentives for purchase of AFVs. The timeframe in the bill does not go past 2002, so not sure what is intended here unless they plan to make further changes in the bill. Status: heard by Joint Committee on Revenue; eligible for executive session as of 6/2/15; from JOINT Committee on REVENUE: Accompanied Study Order S 2290 on 5/12/16.	1/14/2015	Sen. Kennedy	NE		5/13/2016	X, EV	X, EV							
MA	SB	2266	HOV exemption for battery electric vehicles. Also establishes target that at least 25 percent of state agency purchases be electric vehicles by 2025. Calls for study on the impact of electric vehicles and feasibility of assessing fees to address reduced highway excise tax revenue. Status: to Ways and Means 5/2/16.	5/2/2016	Joint Committee on Transportation	NE		5/4/2016						EV	EV		
MD	HB	839	Relates to parking spots and charging of PHEVs.	2/8/2016	Rep. Lam	NE		2/10/2016									
MD	HB	1179	HOV exemption for certain hybrid electric vehicles.	2/12/2016	Rep. McMillan; passed H & S as of 4/11/16	NE		4/16/2016							EV		
ME	HB	196	Provides sales tax exemption for vehicles that exceed fuel economy requirements by 10%.	2/4/2015	Replaces LR 770; 4/23/15 dead	NE		4/24/2015									
ME	HB	771	Requires study of transportation funding issues. Status: passed House 3/31/2016; placed on special study table 4/01/16.	3/25/2015	Rep. McLean	NE		4/2/2016					X				
MI	HB	5572	Starting Jan. 1, 2017 authorizes a commercial user of CNG who fuels at a station or stations owned or leased by that commercial user and that are not open or available to the public, to pay the excise tax rate specified in section 152 on a diesel gallon equivalent basis. A DGE is set out as 6.38 lb. or 142.78 cubic feet of CNG. This would effectively equalize the tax rate for some commercial users so that CNG and LNG are taxed on a DGE basis. Legislation enacted last year imposes the LNG tax on a DGE of 6.06 pounds.	4/19/2016	Rep. McCready	MW		4/21/2016					X				
MN	HB	4	Large bill. Includes change in motor fuel excise tax to establish that it is based on the greater of 6.5% multiplied by \$2.50 or the wholesale price of gasoline from previous year. Earlier versions did not address motor fuel tax.	1/8/2015	4/27/15 passed S to H for concurrence	MW		4/29/2015					X				
MN	HB	182	Modifies the motor fuel tax to adjust CNG tax so that it is 25 cents per DGE instead of per GGE. Currently the CNG and LNG rates are set so that they are basically the same as gasoline and diesel tax which is 28.5 cents (includes 3.5 cent surcharge). LNG is actually taxed on GGE basis with tax of 17.1 cent per 1.65 gallons per state revenue rules. Status: March 2 amendment removes DGE language and moves tax back to GGE basis per 5.66 lbs. or 126.67 cu. ft.; also clarifies that the rate per thousand cubic feet is \$1.974 instead of \$2.174. CNG tax would be 25 cent per GGE. Change would be effective July 1, 2015.	1/15/2015	Amended 3/2/15	MW		3/3/2015					X				
MN	HB	266	Provides HOV and toll road exemptions for electric vehicles.	1/20/2015		MW		1/26/2015							EV		
MN	HB	600	Amends the motor fuel tax so that it is based on a rate that is the greater of 10 cents or 6.5 % of the wholesale price of gasoline and other fuels including special fuels.	2/5/2015		MW		2/7/2015					X				

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MN	HB	843	Very large bill. Allows utilities to advertise benefits of switching to CNG vehicles; appears to include the NGV (and propane) rebate program included in HB 1548 but only includes CNG vehicles; does not appear to have the fueling infrastructure incentive. 4/16/15 amendment includes \$6 million authorizations for FY 2016 and 2017.	2/12/2015	Rep. Garafalo; passed H 4/22/15	MW		4/24/2015	X								
MN	HB	847	Imposes a new gross receipts tax of 6.5 percent on motor fuels. LNG and CNG will pay new tax on same units used for imposing the motor fuels tax; LNG pays rate at 60% amount since it has 60% energy and CNG pays per MCF.	2/12/2015		MW		2/13/2015					X				
MN	HB	848	Amends motor fuel tax on CNG as follows: changes rate from \$2.174 p/MCF to \$1.974 p/MCF, and recognizes 5.66 lbs. or 126.67 cu. ft as GGE. Effective July 1, 2015. 5.66 lb. GGE already is recognized so the 126.67 is the new part. The tax rate is 25 cent per GGE. Also changes statutory finding that CNG contains 1,000 Btu per cu. ft. to 900 Btu. Does not change LNG tax of 15 cents per gallon. Status: to Conference Committee 5/4/15; agreed to by Senate and House as of 5/22/16.	2/12/2015	To the governor 5/24/16	MW		5/26/2016					X				
MN	HB	1548	Companion to SB 1516. NGV Grant Program. Includes CNG and LNG, bi-fuel, dedicated, or dual-fuel vehicles, OEM or conversions. Rebates for vehicles are worth 50% of incremental cost up to maximum dollar amount: LDV - \$5,000, MDV - \$8,000, and HDV - \$20,000 (MDV = 6,001 - 26,000 lbs., HDV - 26,001 & up). Fueling stations also qualify: retail stations 50% or up to \$200,000, home-fueling 50% or \$5,000. There are per year limits for individuals of no more than one vehicle rebate per year, businesses no more than \$50,000 in LDV or MDV rebates, and no more than \$100,000 in HDV rebates. Fueling station rebates also limited to one per year for individuals and businesses. Provides \$6 million in FY 2016: \$3 MM for vehicles, \$2 MM for retail stations, and \$1 MM for home fueling. Status: HB 843 passed House on 4/22 and the NGV Grant Program funded at \$6 million for each of FY 2016 and 2017.	3/9/2015		MW		4/24/2015	X	X							
MN	HB	1680	Imposes a gross receipts tax on fuels including natural gas. The rate imposed on CNG is the greater of 10 cent or 6.25% of the wholesale price of gasoline.	3/10/2015		MW		3/12/2015					X				
MN	HB	2020	Propane vehicle tax credit incentive bill.	3/19/2015	Rep. Baker	MW		3/20/2015									
MN	HB	2081	Requires electric and natural gas utilities to develop plans to promote the use of electric and CNG vehicles and to file these plans with the state public utilities commission. This would allow utilities to recover the cost of promoting electric vehicles and CNG vehicles. Also establishes a rebate program that is worth \$3,000 for new vehicles and is available to individuals, businesses, non-profit organizations and political subdivisions. It does not specify the amount of funding to be made available in FY 2016 and 2017. Rebates will be available on a first come basis. Also appears that the rebates are funded by the state and not the utility rates.	3/23/2015	Rep. Garafalo	MW		3/25/2015	X, EV								
MN	HB	3463	Motor fuel tax bill. Modifies the tax on compressed natural gas to clarify that the rate is per 5.66 lbs. or 126.67 cubic feet; statute already specifies 5.66 pounds. Cleans up the provision to clarify that tax is \$1.974 per thousand cubic feet instead of 25 cents per GGE. LNG continues to be taxed per gallon at rate of 15 cents. Effective after June 30, 2016.	3/21/2016	Rep. Davids	MW		3/27/2016					X				
MN	HB	3513	Electric vehicle rebate program. Status: to Committee on JOB GROWTH AND ENERGY AFFORDABILITY POLICY AND FINANCE.	3/23/2016	Rep. Garofalo	MW		3/27/2016	X								
MN	HB	3588	Provides weight allowance for natural gas vehicles as calculated under 23 USC 127(s), or not more than 2,000 pounds. Also clarifies that weight allowance provisions in this title are cumulative. Requires operators of vehicle to provide proof the vehicle meets requirements. Status: second reading in House; passed House on 5/12/16, passed Senate 5/18/16; signed by governor 5/23/16.	3/24/2016	Rep. Kelly; signed by the governor 5/23/16	MW		5/26/2016									X
MN	HB	3595	Rebate program for NGVs and natural gas fueling stations. Rebates for incremental cost of vehicles as follows: light duty up to 14,000 lbs. GVWR \$5,000; 14,001 - 26,000 lbs GVWR vehicle \$8,000; 26,001 lbs. GVWR and up \$20,000. High horsepower applications up to \$50,000 or incremental cost whichever is less. Stations 50% of cost or \$400,000. Limits for businesses, individuals or government fleets: \$100K for LD vehicles, \$300K for MD vehicles, and \$500K for HD vehicles. HHP maximum of \$500K. Providing \$5.5 million in funding with \$3.5 million for vehicles and \$2 million for stations. Status: to Committee on Commerce and Regulatory Reform 3/24/16.	3/24/2016	Rep. Howe	MW		3/27/2016	X	X							
MN	HB	3919	Tax on motor fuels would be applied at a rate equal to 60% of the rate for LNG and at the same rate as that imposed on gasoline but on each 1,000 cubic foot.	4/14/2016	Rep. Kelly	MW		4/16/2016					X				
MN	HB	13A	Transportation bill. Also amends and increases the motor fuel tax including increasing gasoline tax from 25 cent to 35 cent. CNG tax would change from \$2.174 per thousand cubic feet or 25 cent per GGE to \$3.044 p/Tcf and 35 cent p/GGE. LNG tax would go from 15 cent per gallon to 21 cent p/gl. Effective October 1, 2015.	6/12/2015	Rep. Erhardt; 1st Special Session	MW		6/13/2015					X				

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MN	SB	87	Amends the motor fuel tax so that it is based on a rate that is the greater of 10 cents or 6.5 % of the wholesale price of gasoline and other fuels including special fuels.	1/12/2015		MW		1/13/2015					X				
MN	SB	228	Imposes wholesale tax of 6.5% or 10 cent whichever is higher on motor fuels. This appears to be on top of existing tax. Effective date is Oct. 1, 2015.	1/20/2015		MW		1/26/2015					X				
MN	SB	826	Companion to HB 848. Status: Indefinitely postponed - taking up HB 848 5/1/15	2/11/2015		MW		5/2/2015					X				
MN	SB	912	Companion to HB 847.	2/18/2015		MW		2/19/2015					X				
MN	SB	983	Amends the tax on CNG so that it is \$1.826 per MCF instead of \$2.174 per MCF and changes the tax to \$0.25 per diesel gallon equivalent instead of per gasoline gallon equivalent. Defines DGE of CNG as 6.75 pounds of natural gas. Effective July 1, 2015. Status: 4/21/15 amendment changes \$1.826 to \$1.974 per MCF.	2/18/2015; amended 4/21/15		MW		4/23/2015					X				
MN	SB	1516	NGV Grant Program. Includes CNG and LNG, bi-fuel, dedicated, or dual-fuel vehicles, OEM or conversions. Rebates for vehicles are worth 50% of incremental cost up to maximum dollar amount: LDV - \$5,000, MDV - \$8,000, and HDV - \$20,000 (MDV = 6,001 - 26,000 lbs., HDV - 26,001 & up). Fueling stations also qualify: retail stations 50% or up to \$200,000, home-fueling 50% or \$5,000. There are per year limits for individuals of no more than one vehicle rebate per year, businesses no more than \$50,000 in LDV or MDV rebates, and no more than \$100,000 in HDV rebates. Fueling station rebates also limited to one per year for individuals and businesses. Provides \$6 million in FY 2016: \$3 MM for vehicles, \$2 MM for retail stations, and \$1 MM for home fueling. April 7 amended version removes residential fueling, lowers total funding to \$5 MM, and adjusts the weight categories so that light duty is up to 14,000 lbs. GVWR.	3/6/2015	Rep. Hoffman; amended 4/7/15	MW		4/9/2015	X	X							
MN	SB	1948	Companion to HB 2081. Requires electric and natural gas utilities to develop plans to promote the use of electric and CNG vehicles and to file these plans with the state public utilities commission. This would allow utilities to recover the cost of promoting electric vehicles and CNG vehicles. Also establishes a rebate program that is worth \$3,000 for new vehicles and is available to individuals, businesses, non-profit organizations and political subdivisions. It does not specify the amount of funding to be made available in FY 2016 and 2017. Rebates will be available on a first come basis. Also appears that the rebates are funded by the state and not the utility rates.	3/23/2015	Sen. Marty	MW		3/25/2015	X, EV								
MN	SB	2405	Requires utilities to develop programs that encourage use of electric vehicles. Status: passed Senate 5/10/16; to committee on Job Growth and Energy Affordability Policy and Finance.	3/8/2016	Sen. Marty	MW		5/13/2016									
MN	SB	3109	Companion to HB 3595. Rebate program for NGVs and natural gas fueling stations. Rebates for incremental cost of vehicles as follows: light duty up to 14,000 lbs. GVWR \$5,000; 14,001 - 26,000 lbs GVWR vehicle \$8,000; 26,001 lbs. GVWR and up \$20,000. High horsepower applications up to \$50,000 or incremental cost whichever is less. Stations 50% of cost or \$400,000. Limits for businesses, individuals or government fleets: \$100K for LD vehicles, \$300K for MD vehicles, and \$500K for HD vehicles. HHP maximum of \$500K. Providing \$5.5 million in funding with \$3.5 million for vehicles and \$2 million for stations. Status: Senate Commerce 3/23/16.	3/22/2016	Sen. Hoffman	MW		3/27/2016	X	X							
MN	SB	3181	Companion to HB 3588. Provides weight allowance for natural gas vehicles as calculated under 23 USC 127(s), or not more than 2,000 pounds. Also clarifies that weight allowance provisions in this title are cumulative. Status: to Transportation and Public Safety; second reading in the Senate 4/6/14; indefinitely postponed on 5/17/16 but HB 3588 is proceeding.	3/24/2016	Sen. Reinert	MW		5/20/2016									X
MN	SB	3255	Clarifies that the CNG tax rate of 25 cents is based on 5.66 lb. GGE or 126.67 cu. ft. and a rate of \$1.974 per 1,000 cubic feet.	3/29/2106	Sen. Skoe	MW		4/2/2016					X				
MN	SB	3524	Companion to HB 3919. Tax on motor fuels would be applied at a rate equal to 60% of the rate for LNG and at the same rate as that imposed on gasoline but on each 1,000 cubic foot.	4/14/2016	Sen. Dibble	MW		4/16/2016					X				
MN	SB	10A	Transportation bill. Also amends and increases the motor fuel tax including increasing gasoline tax from 25 cent to 35 cent. CNG tax would change from \$2.174 per thousand cubic feet or 25 cent per GGE to \$3.044 p/Tcf and 35 cent p/GGE. LNG tax would go from 15 cent per gallon to 21 cent p/gl. Effective October 1, 2015.	6/12/2015	1st Special Session; Sen. Dibble	MW		6/13/2015					X				
MO	HB	1381	Amends the motor fuel tax in section 14.803 to raise the tax to 19 cents from 17 cents; leaves in place current lower tax level for natural gas that increases over time and then reaches 17 cents.	1/6/2016	Rep. English; prefilled in December	MW		1/8/2016					X				
MO	HB	1581	Increases motor fuel tax from 17 cents to 24 cents for gasoline and 25 cents for diesel fuel. Leaves in place current phased in treatment of CNG and LNG.	1/6/2016	Rep. McNeil	MW		1/8/2016					X				

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MO	HB	1821	Authorizes tax credits for qualified alternative fuel vehicles. Amends the tax code to add new alternative fuel vehicle tax credit starting in 2016 and extending it for six years. The credits when combined with credits awarded for fueling infrastructure are capped at \$1 million per year for all qualified persons, and for vehicles there is an initial \$100,000 cap on the amount of credits an individual can claim. The tax credit values are: \$5,000 for 10,000 lbs. or less, \$7,500 for 10,000 - 25,999 lbs, and \$20,000 for 26,000 lbs. and up. Dedicated and bi-fuel vehicles qualify. Status: to Ways and Means 2/24/16; this bill when introduced also included 2,000 lb. weight allowance for alternative fuel vehicles.	1/6/2016	Rep. McGaugh; prefilled in December	MW		3/10/2016	X									X
MO	HB	1932	Advanced utility metering bill. Authorizes among other things that utilities may provide information on CNG or electricity use for vehicles to the Department of Revenue to be used for taxation purposes.	12/29/2015	Rep. Remole	MW		1/6/2016										
MO	HB	2007	Provides appropriations. Senate 4/6/16 substitute version includes funding for administration and implementation of the alternative fuel infrastructure tax credits. Appears to provide \$50,000 for administration and \$3.8 million for credits. Status: sent to House for concurrence 4/7/16. Conference report agreed to on April 21, 2016 - provision appears to change dollar amount for infrastructure to \$2.5 million.	1/27/2016	Rep. Flanigan; conf report agreed to by H and S 4/21/16; enacted 5/6/16	MW		5/7/2016		X								
MO	HB	2423	Amends the decal tax for alternative fuel vehicles to include coverage of plug in electric hybrid vehicles. PHEVs will pay half the decal rates starting in 2017. Natural gas owners who purchased decals prior to 12/31/2015 will continue to qualify for decal program in Missouri if decals are purchased and vehicles are fueled at private stations owned by the owner of the vehicles and no other vehicles fuel at the location. The bill does not change the NGV related provisions. Status: passed by Committee on Transportation 4/20/16; to Select Committee on State and Local Governments.	1/28/2016	Rep. Korman	MW		4/21/2016					EV					
MO	HB	2424	PHEVs pay half the decal tax. Also adds provisions to adjust the decal tax for inflation. Status: passed Committee on Transportation 4/20/16; to Select Committee on State and Local Governments.	1/28/2016	Rep. Korman	MW		4/21/2016					EV					
MO	HB	2694	This bill may replace HB 1821. Authorizes tax credits for 2015 - 2017 for qualified alternative fuel vehicles. Amends the tax code to add new alternative fuel vehicle tax credit starting in 2016 and extending it for six years. The credits when combined with credits awarded for fueling infrastructure are capped at \$1 million per year for all qualified persons, and for vehicles there is an initial \$100,000 cap on the amount of credits an individual can claim. The tax credit values are: \$5,000 for 10,000 lbs. or less, \$7,500 for 10,000 - 25,999 lbs, and \$20,000 for 26,000 lbs. and up. Dedicated and bi-fuel vehicles qualify. Also includes 2,000 lb. weight allowance for alternative fuel vehicles. Status: to Ways and Means 5/13/16.	3/8/2016	Rep. McGaugh	MW		5/14/2016	X									X
MO	SB	623	Amends the motor fuel tax in section 14.803 to increase current 17 cent tax on motor fuels to 18.5 cents for gasoline, and 20.5 cents for diesel fuel starting on Oct. 1, 2016. Leaves in place current lower tax level for natural gas that increases over time and then reaches 17 cents. Status: 3/30/16 perfected - tax now would increase to 22.9 cents after 12/31/16; 5/9/16 amendments increase tax on CNG and LNG as follows - current tax would increase from 5 cent to 10.9 cents, 2020 - 2024 tax would increase from 11 cent to 16.9 cent, and afterwards tax would increase from 17 cent to 22.9 cent. Also increases the decal fees.	1/6/2016	Sen. Libla; prefilled in December	MW		5/13/2016					X					
MS	SB	2011	Expands the loan guarantee program to include all political subdivisions not just municipalities and school districts. Loans for purchasing alternative fuel vehicles and fueling infrastructure. Status: to Finance Cmte 1/27/16. Died in committee 3/16/16.	1/27/2016	Sen. Burton	MW		3/19/2016										
NC	HB	750	Creates an incentive for AF infrastructure including CNG, LNG, and LPG stations. Credits are limited to commercial or business stations and worth 25% of the cost of equipment and modifications. Must take credit in three installments. Also provides tax credit for purchasing new AFV or converting existing vehicle; includes dedicated and bi-fuel vehicles. Credits are worth 50% of the incremental cost or cost of conversion, subject to following caps: \$8,000 for dedicated AFVs less than 26,000 lbs.; \$6,000 for bi-fuel AFVs less than 26,000 lbs.; and \$12,000 for heavy-duty vehicles 26,000 lbs. and up (90% AF required). Provides 2,000 lb. weight exemption for NGVs. Status: to the Cmte on Regulatory Reform	4/15/2015	Rep. Wray and Saine	SE		4/16/2015	X	X								X
NC	SB	399	Provides excise tax exemption for motor fuel sold to a regional solid waste management authority created under G.S. 153A-421.	3/24/2015	Sen. Sanderson	SE		3/25/2015					X					
NC	SB	605	Substitute version 9/23/15 includes provisions relating to excise tax refunds. Current practice is to exclude certain fuel use like off-road use from the excise tax and to provide a refund less any applicable sales and use taxes. The bill would include alternative fuels in the provision that requires that the refunds subtract any sales and use taxes owed.	3/24/2015	Sen. Rucho; 3/30/2015; 7/23 pass S; 9/23 pass H; to S for concur	SE		10/2/2015					X					
NC	SB	639	Amends the motor fuel tax to impose new rates and assess user impact fees which appear to impose large fees on heavy duty trucks.	3/30/2015	Sen. Tarte	SE		4/7/2015					X					

NGV America
State Legislative Tracking By State
May 28, 2016

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NJ	AB	2626	Provides for sales tax exemption for advanced technology partial zero emission vehicles, imposes surcharge on certain automobiles, and deletes surcharge on certain automobiles. This bill adds partial zero emission vehicles to the sales tax exemption. It also imposes new fee on low emission vehicles and in some cases ultra low emission vehicles as necessary to make up for the shortfall in revenue due the exemption for other cleaner vehicles. Status: 2/8/16 to Cmte on Environment and Solid Waste.	2/8/2016	Rep. Diegnan; previously filed	NE		2/10/2016			EV						
NJ	AB	2784	Provides special parking for electric and alternative fueled vehicles at parking facilities with 100 or more spaces would have to set aside 5 percent spaces for the incentive. State DOT would be required to issue special window stickers for qualifying vehicles. Effective on 19th month following enactment. Status: to the Cmte on Environment and Solid Waste 2/8/16.	2/8/2016	Rep. Diegnan; previously filed	NE		2/10/2016									
NJ	AB	3070	Alternative Fuel Station Pilot Program. Encourages installation of alternative fuel infrastructure along the turnpikes.	2/18/2016	Rep. Bucco	NE		2/20/2016									
NJ	AB	3295	Establishes Clean Vehicle Task Force for Low Emission Vehicles. Like other bills also include review of potential use of alternative fuel vehicles in commercial fleets and mass transit, among other things. Focus mostly on identifying barriers to low and zero emission vehicles. Natural gas vehicles are not expressly mentioned.	2/22/2016	Rep. Mosquera; previously listed but was only filed	NE		2/27/2016									
NJ	AB	4888	Provides sales and use tax exemption for sales of natural gas, and charges for transportation or transmission of natural gas, to public colleges and universities. Text not available yet; need to review and see if this involves use as transportation fuel.	12/3/2015	Filed	NE		12/4/2015			X						
NJ	SB	874	Requires installation of electric vehicle charging stations along turnpikes. Status: to Cmte on Environment and Energy.	1/12/2016	Sen. Greenstein	NE		1/16/2016									
NJ	SB	887	Requires that funds collected from the sale sand use tax on alternative fuels used to power motor vehicles shall be transferred to the Transportation Trust Fund. Status: to Committee on Transportation 1/12/16.	1/12/2016	Sen. Greenstein	NE		1/16/2016					X				
NJ	SB	985	Concerns low emission vehicles and establishes a Clean Vehicle Task Force. Status: to Environment and Energy 2/4/16.	2/4/2016	Sen. Weinberg	NE		2/5/2016									
NJ	SB	1366	Compressed natural gas school bus pilot program. Status: to Environment and Energy 2/11/16.	2/8/2016	Sen. Kean; filed	NE		2/10/2016									
NJ	SB	1414	Companion to AB 2405. Concerns low emission and zero emission vehicles; establishes Clean Vehicle Task Force. Mostly has to do with implementation of the CA LEV and ZEV Programs. However, the Task Force is required to look at other alternatives to zero emission vehicles and to identify and report on regulatory and statutory obstacles to increased use of low emission and zero emission vehicles, and there is a requirement to explore expanded use of alternative fuels in transit and commercial fleets. Updated - amended on floor 12/3/2015. Back to Senate for concurrence with Assembly changes 12/17/2015; Senate agrees to Assembly changes on 1/7/16.	2/27/2014	Passed S on 6/12/14; amended and passed A 12/17/15; POCKET VETO veto by Gov. 1/19/16	NE		1/22/2016									
NJ	SB	1765	Pilot program involving alternative fuel stations along the turnpikes.	3/7/2016	Sen. Bucco	NE		3/10/2016									
NM	HB	176	Provides weight allowance for natural gas trucks based on the increased weight of fuel tank and fuel system. Extends to vehicles equipped with engines that are primarily fueled by natural gas. Requires rulemaking. Here is the wording: "if the vehicle is a natural gas vehicle, a standard gross weight limit increase for each axle distance category in this section, established by the division by rule, by an amount equal to the difference between the average weight of the vehicle attributable to its natural gas tank and fuel system and the average weight of a comparable diesel tank and fuel system."	1/19/2016	Rep. Gallegos; enacted 3/8/16	GS		3/12/2016									X
NM	HB	319	Provides individuals and businesses may claim tax credit for installing clean burning motor vehicle fuel refueling infrastructure in an amount up to \$500,000 per device and location. Qualifying fuels include CNG, LNG and RNG. Also establishes a percentage limitation starting at 50% of the cost in the initial year declining by 5 percent per year for 6 year life of program. Limit of \$5 million per year to be available. Effective dates: Jan. 1, 2018 - Dec. 31, 2023.	2/3/2016	Rep. Gallegos	GS		2/4/2016		X							
NM	HB	328	Amends authority of local jurisdictions including counties and municipalities to impose tax on motor fuel of up to 2 cents. The tax authority is currently limited to gasoline but with this change would also extend to special fuel including diesel fuel. Alternative fuels are excluded from the definition of gasoline and special fuel so they do not appear to be covered by this provision. The bill also modifies the purposes for which revenue generated by the tax can be used.	2/3/2016	Rep. Gonzalez	GS		2/4/2016					X				
NM	HJM	5	Joint Memorial recognizing the importance of natural gas vehicles and calling for a study on how to build the NGV in New Mexico. Status: Adopted 2/17/16.	1/19/2016	Rep. Gallegos; passed H 2/3 and S 2/17/16	GS		2/5/2016									
NM	SB	71	Removes requirement that diesel fuel sold in the state include 5% biodiesel blend.	1/8/2016	Sen. Ingle; prefiled	GS		1/9/2016									
NM	SJR	22	Amends state constitution to provide for a 5 cent excise tax on motor fuels including alternative fuels for a period of 10 years starting July 1, 2017. Status: to Judiciary and Finance 2/17/16.	2/12/2016	Sen. Ingle	GS		2/20/2016					X				

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NY	AB	110	Tax credit for installing electrical outlets for charging stations in condominium buildings or cooperative housing units.	1/7/2015		NE		1/7/2015	EV								
NY	AB	364	Exempt low emission and fuel efficient vehicles from the sales and use tax. Status: amended by Ways and Means on 1/29/16.	1/7/2015		NE		1/30/2016			X, EV						
NY	AB	533	Requires use of biodiesel in state operated diesel vehicles. Status: amended by Governmental Operations Committee 1/20/2016	1/7/2015		NE		1/22/2016									
NY	AB	1243	Amends the Tax Law to provide an exemption to the retail sale of plug-in hybrid electric vehicles from state sales and compensating use taxes; authorizes local governments to adopt similar incentives.	1/8/2015		NE		1/9/2015			EV						
NY	AB	1863	Requires starting January 1, 2016 that all newly purchased motor vehicles must be alternatively fueled except for police or emergency vehicles. Also imposes requirement that medium duty vehicles meet the cleanest available standards but makes exceptions in case where vehicles cost more than 50% of the lowest cost bid. Provides that biodiesel use can count in place of AFV purchases.	1/13/2015		NE		1/14/2015						X, EV			
NY	AB	3562	Creates alternative fuel incentive fund. Revenue generated by sale tax imposed on the price of motor fuel and diesel fuel between \$1 and \$2. Funds used to offset NYSEERDA programs generally, tax credits for AFVs and hybrid vehicles, fueling infrastructure credit and fueling stations at NY's 27 thruway facilities. The tax credits for vehicles are worth \$500. The fueling infrastructure credits are worth 30% of the cost (no dollar limit is specified). 50 percent of portion of credits that are not used by a taxpayer can be taken in following year as refundable credit. Credits are available until end of 2016.	1/26/2015		NE		1/29/2015	X, EV	X, EV							
NY	AB	4687	Amends the Vehicle & Traffic Law; requires applicants for registration of hybrid vehicles to submit proof of the make, model and model year of the motor vehicle for which registration is being applied; to the commissioner; establishes that after such proof is submitted, certificates of registration shall display the markings "qualified hybrid vehicle" and such vehicle's us EPA highway fuel economy rating of 45 mpg or more.	2/5/2015		NE		2/6/2015							EV		
NY	AB	5472	Creates EV rebate program at NYSEERDA.	2/24/2015		NE		2/27/2015	EV								
NY	AB	6459	Exempts electric, hybrid and high fuel efficient vehicles from the sales and use tax for new and used vehicles; authorizes local jurisdictions to also provide exemption.	3/25/2015	Rep. Englebright et. al.	NE		3/28/2015			EV						
NY	AB	6592	Exempts new electric vehicles, clean fuel vehicles and vehicles that meet the clean vehicle standards from the first year of registration fees. Includes CFVs that qualify under section 179 of IRC as well as vehicles certified to SULEV standard. Status: amended by Transportation Committee on 2/1/2016. The incentive would be valid for 2017 - 2020.	3/27/2015	Rep. Crespo et. al.	NE		2/2/2016				X, EV					
NY	AB	6647	Appears to be companion to SB 2794. Creates incentive program for electric vehicles and alternative fuel vehicles. Electric and ZEVs would qualify for 25% reduction in toll lane fees. HOV privileges would be extended to alternative fuel vehicles including NGVs. Extends the current motor fuel tax exemption until Sept. 1, 2017 (currently expires Sept. 1, 2016). Update: 2/1/16 amendment extends fuel tax exemption through Sept. 1, 2017.	3/30/2015	Rep. Crespo et. al.	NE		2/2/2016					X		X, EV		
NY	AB	9561	Energy Efficiency Accessible Livery Vehicle Act. Requires large for hire, pre-arranged pickup services to expand percentage of their fleet that is operated on alternative fuel or efficient vehicles and also includes accessible vehicles.	3/16/2016	Rep. Weprin	NE		3/19/2016						X, EV			
NY	SB	934	Companion to AB 364. Exempt low emission and fuel efficient vehicles from the sales and use tax. Vehicles must be certified as qualifying for the HOV exemption under 23 USC 166 or received EPA score of 9 or better for criteria pollutants and GHG emissions in the Green Vehicle Guide. Status: to Finance Cmte 3/1/16.	1/7/2015	Sen. Parker et al.	NE		3/5/2016			X						
NY	SB	1411	Requires alternative fuel stations along the state thruways at specific distances on both sides. Status: amended 1/14/16 by Energy and Telecommunications Committee.	1/12/2015	Sen. Parker	NE		1/22/2016									
NY	SB	2292	Amends the Vehicle & Traffic Law; exempts new electric vehicles, clean fuel vehicles and vehicles that meet the clean vehicle standards from the first year of registration fees. Status: amended on 1/26/16 Cmte on Transportation effective date now Jan. 1, 2017 - Jan. 1, 2021.	1/22/2015		NE		1/30/2016				X, EV					
NY	SB	2506	Incentivizes biomethane production and use in vehicles. Includes NYSEERDA grant program to help aid in development of biomethane production facilities, fueling stations, and vehicle purchases by municipal authorities. Tax credits worth 30% of the cost of establishing biomethane fueling facilities also are included. Amended by Sen. Finance Cmte 1/12/2016 - portion of the tax credit is now refundable.	1/26/2015	Sen. Parker	NE		1/16/2016		X							

State Legislative Tracking By State
May 28, 2016

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State	Bill	Number	Summary Details	Intro or Filed Date	Links or other info	Region	Priority	Last Updated	Vehicle Tax Credits or Grants	Fuel Station Tax Credit or Grants	Sales & Use Tax Exemption	Registration Fees	Fuel Tax Rate or Exemption	Fleet Purchase Rules	HOV Exemption	Method of Sale	Weight Exemption
PA	HB	265	Exempts new vehicles from emission inspection for first five years. Permanently exempts alternative fuel vehicles from emission inspection. However, requires visual inspection of vehicles to ensure the emission systems have not been tampered with. The anti-tampering provision applies to new or newer vehicles and also to alternative fuel vehicles.	5/11/2015	Rep. Lawrence et al.	NE		5/15/2015									
PA	HB	435	Creates electric vehicle charging corridor tax credit.	2/9/2015		NE		2/10/2015		EV							
PA	HB	525	Provides 2,000 pound weight allowance for construction vehicles that operate on alternative fuels. It says has been retrofitted so it raises question of whether OEM vehicles would qualify.	2/23/2015	Rep. Conklin	NE		2/27/2015									X
PA	HB	1057	Large bill. Makings changes to the motor fuel tax to more fully incorporate alternative fuels and alternative fuel blends into the requirements for taxation. Also include a electric vehicle road fee that appears intended to assure they pay the same level of tax as similarly sized/class vehicles.	4/27/2015	Rep. Ellis et al.	NE		4/30/2015					X, EV				
PA	HB	1065	Companion to SB749. Amends requirements for taxicabs and include provision waiving mileage and age restrictions in case of alternative fuel vehicles.	4/24/2015	Rep. Killion et al.	NE		2/25/2015						X			
PA	HB	1614	Provides exemption from emissions testing for new vehicles and all vehicles that are 10 year or less in age. Also provides unlimited exemption for alternative fuel vehicles. However, all vehicles are subject to visual inspection to ensure that the emissions controls have not been tampered with. Status: to the Transportation Committee 10/8/15	10/8/2015	Rep. Gibbons	NE		10/9/2015									
PA	SB	749	Amends requirements for taxicabs and include provision waiving mileage and age restrictions in case of alternative fuel vehicles.	4/21/2015	Rep. Vulakovich et. al.	NE		4/23/2015						X			
PA	SB	984	Transportation services bill that includes longer service life of 12 years instead of 10 for alternative fuel vehicles. Status: passed Senate last year; in House laid on table 5/4/16.	9/8/2015	Rep. Bartolotta et al.; passed S 11/24/15	NE		5/6/2016									
RI	HB	5733	Tax credit for alternative fuel infrastructure worth 30%. The fueling infrastructure credit must be taken in 3 equal payments for commercial entities. If the station is sold to a governmental entity the person selling the equipment can claim the tax credit if they disclose its value. Effective upon passage and expires 1/1/2018.	2/26/2015	Rep. Handy et. al.	NE		2/27/2015		X, EV							
RI	HB	5797	Angel Investor bill to incentivize certain activities including the manufacturer of clean or alternatively fueled vehicles.	3/5/2015	Rep. Ucci et. al.	NE		3/6/2015	X, EV								
RI	HB	7713	Would establish a tax credit in connection with the installation of charging stations for electric- operated vehicles. This act would take effect upon passage. Status: to Cmte on Finance 2/24/16; committee recommends that issue be held for further study 5/3/16.	2/24/2016	Rep. Mckiernan	NE		5/6/2016		EV							
RI	HB	7923	Exempts plug-in hybrid electric vehicles from the excise tax. Status: hearing held 5/5/16, recommended held for further study.	3/10/2016	Rep. Blazejewski	NE		5/7/2016			EV						
RI	HB	8270	Amends the Diesel Emission Reduction Program to authorize Rhode Island Clean Diesel Fund to provide up to 50 percent of certain projects including: aerodynamic technologies, retrofit technologies, alternative fuel conversions, vehicle replacement, idle reduction, etc. Vehicle must generally be based in Rhode Island and operate in the state and replacement vehicles must be at least 10 years old and must be fully retired. This program is for heavy duty trucks with weight of 33,001 or greater.	5/27/2016	Rep. Coughlin	NE		5/28/2016									
RI	SB	2348	Exempts plug-in hybrid electric vehicles from the sales and use tax.	2/10/2016	Sen. Miller	NE		2/12/2016			EV						
RI	SB	2452	Appears to be same as SB 158 introduced in 2015. Tax credit for installing alternative fuel infrastructure. Credit is worth 30% of the cost. Commercial station owners must take credit in 3 equal payments. Selling may claim credit in case of sale to tax exempt entity if they disclose value of the credit. Credit expires Jan. 1, 2018. Status: to Finance.	2/11/2016	Sen. Miller	NE		2/20/2016		X, EV							
SC	HB	3257	Exempts from sales and use tax cost of equipment used in production of electric or hybrid electric vehicles.	1/13/2015		SE		1/14/2015			EV						
SC	HB	3262	Imposes an additional 5 cent user fee on motor fuels consumed in the state as well as on motor carriers operating in the state. For years 2015 - 2021, individuals may claim a credit worth \$50 if they have driven 5,000 miles in the state.	1/13/2015		SE		1/14/2015					X				
SC	HB	3445	Imposes a user fee on all motor fuels in addition to current taxes. Fee is 7 cents and takes effective July 1, 2015 and expires July 2, 2020 if the wholesale price at that time is higher than 5 year average price.	1/28/2015		SE		1/29/2015					X				
SC	HB	3579	Amending the motor fuel tax and fees imposed on vehicles. Is not specific to alternative fuel treatment. Lowers tax and adds sales tax to it and includes cap of 16 cents. It lowers the user tax from 16 cent to 10 cent but appears to impose a new tax that is as high as an additional 16 cents, so it is intended to bring in more revenue. Also increases fees on motor vehicles.	2/11/2015	Amended 4/15/15	SE		4/16/2015					X				
SC	HB	3580	Amending the motor fuel tax to impose increasingly higher rates; not specific to alternative fuels. Monitor.	2/11/2015		SE		2/13/2015					X				
SC	HB	3650	Imposes additional user fee of 21 cents on top of motor fuel tax. Provides that residents of state may be exempted or claim an income tax credit of 10% of the amount of additional fee paid.	2/12/2015		SE		2/13/2015					X				

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SC	HB	3661	Amends the motor fuel tax. Appears to be similar to HB 3579.	2/12/2015		SE		2/13/2015					X				
SC	HB	3836	Includes method of sale provision for CNG with GGE (5.66 lb.) and DGE (6.38) allowed and LNG with DGE (6.06 lb.). Exempts alternative fuels from the environmental impact fee imposed on motor fuels. Gross receipt exemption worth 30% of the cost of alternative fuel vehicles. Provides 2,000 lb. weight allowance for natural gas vehicles. Provides income tax credit for fueling infrastructure worth 25% of cost, and for new or converted heavy duty vehicle worth 50% of the incremental cost. Heavy duty credits are capped at \$12K. For dedicated vehicles less than 26,001 lbs. the credit is worth \$8K, and for bi-fuel vehicles that are not HDVs, the credit is worth \$6K. Heavy duty means 26,001 lbs. GVWR or greater. Vehicles must operate on 90% or more natural gas. Adds LNG to the definition of alternative fuel. The tax credits are valid for 2015 to end of 2024.	3/17/2015	Rep. Loftis et. al.	SE		3/20/2015	X	X	X					X	X
SC	HB	3838	Long bill makes changes to motor carrier registration requirements. Also includes the method of sale provision for CNG (GGE 5.66 lb. and DGE, 6.38 lb.) and LNG (DGE, 6.06 lb.), GGE/DGE tax for CNG and DGE tax for LNG, 2,000 lb. weight allowance for natural gas vehicles, and 30% reduction in gross receipt tax for commercial natural gas vehicles.	3/17/2015	Rep. Loftis et. al.	SE		3/20/2015			X		X				X
SC	HB	3948	Like HB 3838 this bill is long and makes changes to the motor carrier requirements. It does not include the DGE method of sale provision. However it does include the 2,000 lb. weight allowance for NGVs, and the 30% reduction in assessment of cost of natural gas trucks for purposes of the assessment of fees.	4/14/2015	Rep. Loftis	SE		4/16/2015				X					X
SC	HB	4036	Creates a new \$5K tax credit for hybrid electric vehicles or battery electric vehicles.	4/21/2015	Rep. Willis	SE		4/23/2015	EV								
SC	HB	4043	Authorizes lower tax assessments on certain clean energy property.	4/23/2015	Rep. Loftis	SE		4/24/2015									
SC	HB	4328	Amends the motor fuel tax section of the code to include two separate definitions, one addressing CNG GGE (5.66 lb.) and another for LNG DGE (6.06 lb.). The section amends Section 12-28-110. The Act says that it is effective upon signing by governor. Status: Committee amendment adopted on Senate floor 4/7/16; introduced version did not address CNG or LNG; 4/14/16 House concurs to Senate amendments.	6/3/2015	Rep. White; signed by governor 4/21/16	SE		4/29/2016					X				
SC	HB	4932	Includes up to 2,000 pound weight allowance for natural gas trucks. Status: amended 4/12/16 and passed House - amendments included natural gas weight allowance; enacted 5/25/16.	2/11/2016	Rep. Allison; signed by governor 5/25/16.	SE		5/26/2016									X
SC	HB	4942	Extends time period for and relates to electric and plug-in hybrid vehicle tax credits. Status: to Ways and Means 2/11/16.	2/11/2016	Rep. Smith	SE		2/12/2016	EV								
SC	SB	23	Amends motor fuel tax to apply current tax of 16 cents on LNG but on a diesel gallon equivalent basis. Effective date is July 1, 2015.	1/13/2015		SE		1/14/2015					X				
SC	SB	27	Amends the motor fuel tax to increase the tax rate starting in 2016 at which time it would go from 16 to 18 cents and the increase by 2 cents each year thereafter through 2025 at which time it would be 36 cents.	1/13/2015		SE		1/14/2015					X				
SC	SB	244	Authorizes local ballot measure to approve up to a 5 cent user fee on motor fuel retail sales in order to pay for road improvement projects. Includes all fuels and alternative fuels.	1/13/2015		SE		1/14/2015					X				
SC	SB	982	Exempts natural gas from sales or use tax if the natural gas will be used to compress natural gas or cool natural gas. Effective July 1, 2016. Status: Senate amendments adopted on floor on 4/7/16; amended version now includes definition for CNG GGE of 5.66 lb. and LNG DGE of 6.06 lb. for the tax code; passed Senate 4/7/16; to House Ways and Means 4/12/16.	1/13/2016	Sen. Peeler; passed S 4/7/16	SE		4/16/2016			X		X				
SC	SB	1075	Tax credits for natural gas vehicles and fueling infrastructure. CNG, LNG and LPG are included. Tax credits worth 25% of cost for infrastructure and 50% of incremental cost of vehicles up to following limits: HD 26,001 and up \$12K, dedicated less than 26,001 \$8K, and bi-fuel less than 26,001 \$6K. HD vehicles must be primarily fueled on alternative fuel which is defined as 90% or more. 2,000 pound weight exemption for wholly or partially fueled by alternative fuel vehicle. Exempts incremental cost from gross capital cost thereby reducing sales tax. Duration - 1/1/15 - 12/31/25. Status: to Finance Cmte, reported favorably with amendment on 3/23/16. Amendments define CNG GGE and LNG DGE for purposes of motor fuel taxes. Also exempts tax on fuels purchased to compress or cool natural gas. Senate approved amendments on the floor on 4/7/16; version approved by Senate removes the 2,000 lb. weight allowance and change the tax credit expiration to Jan. 1, 2021; passed S, to House Ways and Means on 4/13/16.	2/10/2016	Sen. Campbell; passed S 4/12/16	SE		4/16/2016	X	X	X						X
SD	HB	1131	Increases excise taxes on motor fuels and registration fees for vehicles. Does not appear to increase tax on natural gas. Excise tax on other fuels to increase by 2 cent per year into future.	1/27/2015	Request of the Gov.	MW		1/28/2015				X	X				
SD	SB	110	Increases motor fuel tax on alternative fuels. Gasoline and diesel already pay 28 cents. Raises CNG tax from 10 cent to 28 cent and increases LNG tax from 14 to 18 cents. LNG rate is per gallon. CNG tax is per 126.67 cu. ft. in SD.	1/28/2016	Sen. Vehle	MW		1/30/2016					X				

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TN	HB	879	Amends sale and use tax exemption for liquefied gas so that it also extends to compressed natural gas. Fuel otherwise taxed under motor fuel tax are exempt so this provides similar treatment for CNG. Effective July 1, 2016. Status: enacted 5/20/2016.	2/11/2015	Rep. Brooks; pass H and S as of 4/19/16; enacted 5/20/16.	SE		5/21/2016			X						
TN	HB	1167	Method of sale in GGE and DGE units using 5.66 lb. for CNG GGE, 6.38 lb. for CNG DGE, and 6.06 DGE for LNG; recognizes LCNG issue by providing different numbers for CNG pumped from LNG source. Status: Placed on regular calendar 4/9/15; substituted on the floor on 4/15/15 with SB 1172 which was enacted in 2015 (companion bill).	2/12/2015	Rep. Halverson	SE		4/16/2015								X	
TN	HB	1815	Increases registration fees on hybrids by \$75 and electric vehicles by \$150.	1/19/2016	Rep. Kumar	SE		1/22/2016				EV					
TN	SB	799	Companion to HB 879. Amends sale and use tax exemption for liquefied gas so that it also extends to compressed natural gas. Fuel otherwise taxed under motor fuel tax are exempt so this provides similar treatment for CNG. Effective July 1, 2015. Status: placed on regular calendar 4/15/16; substituted on Senate floor on 4/19/16 with HB 879.	2/12/2015	Sen. Dickerson	SE		4/21/2016			X						
TN	SB	1451	Relates to Motor Vehicles, Titling and Registration; increases the registration fee for hybrid-electric passenger motor vehicles by \$ 75.00; increases the registration fee for electric passenger motor vehicles by \$ 150.00. Status: 2/8/16 Cmte on Transportation and Safety failed to recommend passage.	1/12/2016	Sen. Green; previously prefilled	SE		1/16/2016				EV					
UT	HB	2	Appropriations bill. Shows \$2 million for the Dept. of Environmental Quality but shows it in brackets (\$2 million), so not sure if this is removing the funding or showing that it is removed for purposes of the Dept. Status: enacted 3/30/16	3/7/2016	Rep. Sanpei, Sen. Hillyard; signed by governor 3/30/16	RM		4/8/2016		X							
UT	HB	5	FY 2017 appropriations bill. Includes \$2 million line for alternative fuel facilities within the Dept. of Environmental Quality budget. Status: to Cmte on Rules 1/25/16.	1/25/2016	Rep. McKell, Sen. Hinkins; passed S and H 2/9/16; signed by Gov. 2/17/16	RM		2/20/2016		X							
UT	HB	87	Amends the existing loan and grant program, adds new grant program to provide grant to business that installs conversion equipment on vehicles. As before, the grant must be used to provide equivalent discount to customer with a maximum value of 50% of cost or \$2,500 whichever is less. Extends duration of current tax credits from end of 2016 to 2020. Provides appropriations of \$500K for grant program for 2016 - 2017. Status: removes conversions from tax credit provisions at end of 2017. Substitute version offered again 2/22/16 w/ more changes. Passed S 3/9/16 with amendments; 3/9/16 to Conf Cmte - the Conf. Agreement replaces 2020 sunset for tax credits with 2017 sunset or at the end of 2016. Enacted 3/30/16.	1/25/2016	Rep. Handy; passed H 2/12/16; passed S 3/9/16; enacted 3/30/16	RM		4/2/2016	X								
UT	HB	408	Energy Efficient Initiative Bonds Act. Authorizes issuance of bonds to pay for projects including replacement of pre-2002 school buses with new alternative fuel or clean diesel buses. Funds also may be used to install alternative fuel fueling stations and to retrofit bus service facilities. Purchasers of bonds qualify for refundable tax credits.	2/22/2016	Rep. Handy	RM		2/27/2016									
UT	SB	115	Substitute version 3/1/16 includes authorization for large electric utilities to fund electric vehicle infrastructure incentive program as well as other initiatives. Funding provided by a line item charge and is authorized at \$4 million annual level. Status: 3/3/16 substitute changes \$4 million to \$2 million; H and S agree to all changes 3/10/16; enacted 3/29/16.	1/29/2016	Passed H and S as of 3/10/16; enacted 3/29/16	RM		4/2/2016		EV							
VA	HB	445	Extends tax credit for companies that create jobs related to advanced biofuel production or components needed for converting vehicles to operate on clean special fuels or advanced biofuels. Credit would be extended for tax years 2016 - 2018. Action: to Finance Cmte 1/13/15.	1/13/2016	Rep. Kory; previously indicated prefilled	SE		1/16/2016									
VA	SB	475	Creates the Clean Fuel Vehicle Voucher Program for fleets of at least 20 or more vehicles. The voucher program shall be administered by the Division of Energy and made available through dealerships at the point of sale for vehicles. Dedicated CNG, LNG, propane and electric vehicles qualify with maximum value of vouchers capped at: \$3,000 - 8,500 lbs. GVWR or less, \$5,000 for 8,501 - 14,000 lbs. GVWR, and \$10,000 for 14,001 lbs. GVWR and up. Bill indicates that it is limited to medium and heavy duty vehicles but in case of electric it appears only 14,000 lbs. and up vehicles qualify. Conversions of new vehicles with less than 500 miles on them also qualify. Status: 1/12/16 to Cmte on AGRICULTURE, CONSERVATION AND NATURAL RESOURCES. Stricken from the docket 1/28/16.	1/13/2016	Sen. Wagner	SE		1/30/2016	X, EV								

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VA	SB	742	Amends state and local tax on motor fuels including gasoline, diesel and alternative fuels. The local rate would increase from 2.1 percent to 3 percent. Also establishes change in tax rates based on gasoline prices with tax increasing as prices go down and declining as fuel prices increase. Status: Finance Committee substitute 2/9/16.	1/22/2016	Sen. Wagner	SE		2/10/2016					X				
VT	HB	395	Carbon tax on fuels starting at \$50 and increasing each year by \$10 until it reaches \$100	3/2/2015	Rep. Pearson et al.	NE		3/6/2015									
VT	HB	412	Carbon tax on fuels starting at \$10 and increasing each year by \$10 until it reaches \$100	3/2/2015	Rep. Deen et. al.	NE		3/6/2015									
VT	HB	481	Authorizes increase of 0.5 percent (from 0.5 to 1.0 percent) in the gross receipts tax on fuels including natural gas. Status: not previously reported here.	1/28/2016	Rep. Hooper	NE		5/14/2016					X				
VT	HB	873	Tax bill that among other things includes a study to evaluate impact of imposing the gross receipts tax on CNG and LNG. NGV America records indicate that natural gas is subject to 6% sales tax but not the state motor fuel excise tax. Status: passed House 3/24/16; Conference Report adopted by House and Senate 5/6/13 but the provisions related to natural gas study were struck; enacted 5/25/16.	3/17/2016	Ways and Means; passed H 3/24/16; enacted 5/25/16	NE		5/27/2016					X				
WA	HB	1300	Amends the sales and use tax exemption in order to establish specific dollar limits and to extend it until 2025 as it currently expires after July 1, 2015. With these changes the first \$60K is exempt from sales and use tax both for new and converted vehicles but only for dedicated vehicles or those exclusively powered by alternative fuel. Used vehicles have additional requirement that they must be part of fleet of 5 or more vehicles. Note EPA aftermarket conversion qualify even though WA is a CARB state.	1/15/2015	Rep. Clibborn	WC		1/16/2015			X, EV						
WA	HB	1396	Sales and use tax exemption for alternative fuel vehicles both new and converted (if less than 2 years old). Qualifying vehicles must be commercial motor vehicles. Also provides a tax credit that can be applied against business, occupation or public utility taxes. The value of the tax credits is as follows: lesser of \$25,000 or 15% of cost of qualifying new vehicle, or \$25,000 or 30% of cost of a conversion. There is a \$250K cap per person per year. The incentives are available until 2026. The vehicle credits available on a first-come basis and limited to \$6 million per year. April 14 subst. version includes tax credits for 3 classes of vehicles: 50% or up to \$5K for vehicles at or below 14,000 lbs.; 50% or \$10K of 14,001 - 26,500 lbs; \$20K for vehicles above 26,500 lbs. Annual limits of \$2 million per class. Credits available through 2025. Effective Jan. 1, 2016. Status: to Transportation Cmte.	1/19/2015	Rep. Clibborn et. al.; Passed as subst. 4/14/15; in second special session; in third special session	WC		1/16/2016	X, EV		X, EV						
WA	HB	1572	Electric vehicle infrastructure investment bank. Status: reintroduced and retained 1/11/16.	1/22/2015	Rep. Clibborn et al.	WC		1/16/2016	EV								
WA	HB	1758	Amends existing biofuels program to clarify that liquefied natural gas or compressed natural gas produced from forest derived biomass qualifies for the \$5 per ton credit for harvested biomass and used to produce biogas.	1/27/2015	Rep. Tharinger; subst 2/20/15	WC		2/21/2015									
WA	HB	1925	Includes same provisions as in HB 1300, a much longer bill. Amends the sales and use tax exemption in order to establish specific dollar limits and to extend it until 2025 as it currently expires after July 1, 2015. With these changes the first \$60K is exempt from sales and use tax both for new and converted vehicles but only for dedicated vehicles or those exclusively powered by alternative fuel. Used vehicles have additional requirement that they must be part of fleet of 5 or more vehicles. Note EPA aftermarket conversion qualify even though WA is a CARB state. Status: 1/11/16 reintroduced and retained.	1/30/2015	Rep. Fitzgibbon; in second special session	WC		1/16/2016			X, EV						
WA	HB	1966	Amends the business and occupation tax code that defines "to manufacture" so that it does not extend to transit agencies who compress or liquefy natural gas for their use. Substitute clarifies that this only relates to municipalities that operate transit buses. Returned for third reading in the House 4/24/15. Status: reintroduced and retained 1/11/16; placed on 3rd reading by rules cmte 2/12/16; indefinitely postponed 2/26/16 by Committee on Rules 2/26/16.	2/3/2015	Rep. Fey et. al.	WC		3/5/2016			X, EV						
WA	HB	2087	Like HB 1925 this bill exempts portion of the cost of clean fuel vehicle from sales and use tax. In this case, it is first \$35K of the cost for new or converted vehicles including passenger, light trucks and medium duty vehicles. Vehicles must be dedicated and conversions must be part of fleet of 5 or more vehicles. Extends the current exemption (2015) until July 1, 2019. Bill also provides grant for electric vehicle infrastructure along corridors. This program is funded in part with fees charged for EV registration. Current law appears to impose additional \$100 on EVs but this bill would add new \$50 and \$25 fee as well. Substitute offered 4/1/15 drops requirement that vehicles be part of fleet of 5 more. Also limits incentive to vehicles that cost \$35K or less. Status: reintroduced and retained 1/11/16.	2/10/2015	Rep. Fey, Murray; in second special session	WC		1/16/2016			X, EV	EV					

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WA	SB	6650	Amends current sales exemption that gas distribution businesses can claim on purchases of equipment used to produce compressed or liquefied natural gas. The amendment clarifies that this exemption does not apply to equipment used to produce methanol. Status: to Trade and Economic Development Cmte 2/5/16.	2/4/2016	Sen. Darnelle	WC		2/6/2016			X						
WV	SB	505	Exempts field gas from motor vehicle excise tax if used in drilling equipment.	2/4/2016	Sen. Hall; signed by the Governor 3/23/2016	NE		3/27/2016					X				
WV	SB	610	Amends the motor fuel tax to increase rate for diesel from 20.5 cent to 25.5 cent. Imposes additional registration fee of \$200 for alternative fuel vehicles including natural gas, and \$100 in case of hybrid vehicles powered by electricity and petroleum. Status: to Finance 2/16/16.	2/16/2016	Sen. Gaunch, et. al.	NE		2/20/2016				X	X				
WY	HB	2	Amends the \$50 fee on plug-in electric vehicles to make it clear this is annual fee and it applies to vehicles that are registered and licensed.	2/8/2016	Signed by Gov. 3/1/2016	RM		3/5/2016				EV	EV				

Regions: GS - Gulf South, MW - Midwest, NE - Northeast, RM - Rocky Mountain, WC - West Coast

Passed by both chambers

Enacted into law

Veto

Prepared by NGVAmerica's Jeffrey Clarke (May 28, 2016)

Questions or comments: Jclarke@NGVAmerica.org